(c) and (d)The matter has been referred to Ministry of External Affairs to take up this issue at the UN, if considered appropriate.

Conversion of Mundra-Kandla rail line

2196. SHRl ANANTRAY DEVSHANKER DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to convert Mundra-Kandla rail line into broadgauge;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Broad Gauge Line from Mundra Port fo Adipur has been recently completed by M/s. Gujarat Adani Port Ltd. at their cost. Adipur and Kandla Port are already connected by a broad gauge line. However, an MG line also exists between Gandhidham and Kandla port of which conversion is not required from traffic point of view at present.

Chair car facility in August Kranti Rajdhani Express

†2197. DR.A.K. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for withdrawing Chair Car facility from August Kranti Rajdhani Express, running between Mumbai and Delhi;

(b) whether Govemment are considering to resume Chair Car facility in the said train; and

(c) if so, by when, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRl O. RAJAGOPAL): (a) to (c) In view of over-night travel and long hours of journey, there were frequent complaints from passengers of discomfort in AC Chair Car coaches. Railways started production of AC 3 Tier coaches in which nearly same number of berths were available as the number of seats in the Chair

†Original notice of (he Question was received in Hindi.

Car thereby providing better comfort to the travelling passengers. Therefore, re-introductibn of Chair Car facility in H. Nizamuddin-Mumbai August Kranti Rajdhani is not desirable.

Amenities for the disabled at Railway Stations

2198. SHRI RUMANDLA RAMACHANDRIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Delhi High Court has issued directions to the Railways for providing additional amenities at all the stations and junctions for the physically challenged;

(b) whether the High Court had also directed the Railways authorities to file an Action Taken Report within four months of this order;

(c) if so, the details of the directive issued by the High Court; and

(d) to what extent the Railways have provided more amenities to disabled in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (d) While disposing of Civil Writ Petition No. 5053 of 1998 filed by a hearing impaired, Delhi High Court in their Judgement dated 20.12.2001 has directed the Railways to provide more amenities at stations and junctions for the physically challenged and file an action taken report within 4 months of the date of Judgement. The directions given by the Hon'ble Court are as under :—

1. There should be a booth established at all the major railway stations/ junctions having a prominent pictorial sign that assistance is available to physically handicapped/challenged persons.

2. The booth should be manned by attendants, who would make available wheel chair/trolley, stretcher etc., as required. Folding canes should be provided for the blind. Movable ramps should also be provided so that there is no difficulty in boarding or alighting.

3. At the time of issuance of concessional tickets to each physically handicapped/challenged person or a person, who is blind, deaf and/or dumb, information regarding the complete particulars of the passenger